Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

## PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

**95–08–13 B. Grob Flugzeugbau:** Amendment 39–9202; Docket No. 94–CE–30–AD.

*Applicability:* Model G109B gliders, serial numbers 6200 through 6445, certificated in any category.

**Note 1:** This AD applies to each glider identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For gliders that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any glider from the applicability of this AD.

*Compliance:* Required within the next 25 hours time-in-service after the effective date of this AD or within the next 6 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished.

To prevent failure of the elevator inner hinges because of delamination or corrosion, which, if not detected and corrected, could lead to loss of control of the glider, accomplish the following:

(a) Replace the elevator inner hinges (2) with hinges of improved design, part number 109B–3550, in accordance with Grob Repair Instructions No. 817–25 for Service Bulletin TM 817–25, dated November 9, 1987.

**Note 2:** The service instructions of this AD call for ''the execution of the instructions to be certified in the log-book by an authorized inspector class 3.'' This type of inspector is not applicable in the United States and the person accomplishing the AD is as outlined in part 43 of the Federal Aviation Regulations (14 CFR part 43). This is not a change over normal AD procedures.

(b) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate gliders to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) The replacement required by this AD shall be done in accordance with Grob Repair Instructions No. 817–25 for Service Bulletin TM 817–25, dated November 9, 1987. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from B. Grob Flugzeugbau, D–8939 Mattsies, Germany. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39–9202) becomes effective on June 2, 1995.

Issued in Kansas City, Missouri, on April 11, 1995.

**Dwight A. Young,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95–9342 Filed 4–21–95; 8:45 am]

BILLING CODE 4910–13–U

## 14 CFR Part 39

**[Docket No. 94–ANE–58; Amendment 39–9203; AD 95–08–14]**

## Airworthiness Directives; AlliedSignal, Inc. (Formerly Textron Lycoming) LTS101 Series Turboshaft Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft engines. This action requires a one-time replacement of magnetic speed pickups in the engine electronic overspeed protection system, or inspection, and replacement, if necessary, of pickups with incorrect polarity. This amendment is prompted by reports of a manufacturing error that resulted in improper sensor polarity of magnetic speed pickups. The actions specified in this AD are intended to prevent the engine electronic overspeed protection system from failing to function as designed, which can result in the inability to arrest an uncontrolled power turbine (PT) rotor overspeed and damage to the aircraft.

**DATES:** Effective May 9, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1995.

Comments for inclusion in the Rules Docket must be received on or before June 23, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–ANE–58, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; telephone (203) 385–1470, fax (203) 385–2256. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7148, fax (617) 238–7199.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) has received reports of a manufacturing error that resulted in improper sensor polarity of magnetic speed pickups on certain AlliedSignal, Inc. (formerly Textron Lycoming) Models LTS101–650B1, –750B1, –650C3/3A, and –750C1 turboshaft engines. These engines incorporate an engine electronic overspeed protection system installed in production or retrofitted in accordance with Textron Lycoming Service Bulletin (SB) No. LTS101B–73–10–0127, Revision 2, dated August 14, 1992, or previous revisions; or SB No. LTS101C–73–10–0129, Revision 3, dated August 14, 1992, or previous revisions. The engine electronic overspeed protection system utilizes signals from two magnetic pickups to sense and arrest power turbine (PT) rotor overspeed. The improper sensor polarity induced by the manufacturing error can result in a malfunctioning engine electronic overspeed protection system although the system self-test indicates normal operation. This condition, if not corrected, could result in the engine electronic overspeed protection system failing to function as designed, which can result in the inability to arrest an uncontrolled PT rotor overspeed and damage to the aircraft.

The FAA has reviewed and approved the technical contents of AlliedSignal Engines SB No. LTS101–73–10–0169, dated December 12, 1994, that describes procedures for a one-time replacement of magnetic speed pickups in the engine electronic overspeed protection system, or inspection, and replacement, if necessary, of pickups with incorrect polarity.

Since an unsafe condition has been identified that is likely to exist or develop on other AlliedSignal, Inc. LTS101 series engines of the same type design, this airworthiness directive (AD) is being issued to prevent the engine electronic overspeed protection system from failing to function as designed. This AD requires a one-time replacement of magnetic speed pickups in the engine electronic overspeed protection system, or inspection, and replacement, if necessary, of pickups with incorrect polarity. The actions are required to be accomplished in accordance with the service bulletin described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

**Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–ANE–58.'' The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES.**

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

## PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**95–08–14 AlliedSignal, Inc.:** Amendment 39–9203. Docket 94–ANE–58.

*Applicability:* AlliedSignal, Inc. (formerly Textron Lycoming) Models LTS101–650B1, –750B1, –650C3/3A, and –750C1 turboshaft engines incorporating engine electronic overspeed protection system installed in production prior to the effective date of this airworthiness directive (AD), or retrofitted in accordance with Textron Lycoming Service Bulletin (SB) No. LTS101B–73–10–0127, Revision 2, dated August 14, 1992, or previous revisions; or SB No. LTS101C–73–10–0129, Revision 3, dated August 14, 1992, or previous revisions. These engines are installed on but not limited to Messerschmitt-Bolkow-Blohm BK117 series and Bell Helicopter Textron 222 series helicopters.

**Note:** This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the

unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent the engine electronic overspeed protection system from failing to function as designed, which can result in the inability to arrest an uncontrolled power turbine (PT) rotor overspeed and damage to the aircraft, accomplish the following:

(a) Within 150 hours time in service after the effective date of this AD, accomplish either paragraph (a)(1) or paragraph (a)(2) of this AD.

(1) Replace magnetic speed pickups, P/N 4–301–356–01, in the engine electronic overspeed protection system, with a serviceable part in accordance with Allied Signal Engines SB No. LTS101–73–10–0169, dated December 12, 1994.

(2) Inspect magnetic speed pickups, P/N 4–301–356–01, in the engine electronic overspeed protection system, for polarity in accordance with AlliedSignal Engines SB No. LTS101–73–10–0169, dated December 12, 1994, and prior to further flight, remove magnetic speed pickups with incorrect polarity, and replace with a serviceable part, in accordance with AlliedSignal Engines SB No. LTS101–73–10–0169, dated December 12, 1994.

(b) Prior to installation, inspect all uninstalled magnetic speed pickups, P/N 4–301–356–01, for polarity, and replace pickups with incorrect polarity with a serviceable part, in accordance with AlliedSignal Engines SB No. LTS101–73–10–0169, dated December 12, 1994.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**Note:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The inspection, and replacement, of the magnetic speed pickups shall be done in accordance with the following AlliedSignal Engines service document:

| Document No. | Pages | Date |
|---|---|---|
| SB No. LTS101–73–10–0169. Total pages: 3 | 1–3 | Dec. 12, 1994. |

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; telephone (203) 385–1470, fax (203) 385–2256. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 9, 1995.

Issued in Burlington, Massachusetts, on April 11, 1995.

**James C. Jones,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 95–9472 Filed 4–19–95; 2:14 pm]

BILLING CODE 4910–13–P

## 14 CFR Part 39

**[Docket No. 95–ANE–04; Amendment 39–9204; AD 95–08–15]**

## Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Pratt & Whitney (PW) JT8D series turbofan engines. This action requires a one-time borescope inspection of certain combustion chamber outer cases (CCOC) installed only on McDonnell Douglas DC–9 series and Boeing 737 series aircraft, and an ultrasonic inspection of all affected CCOC's at every accessibility. This amendment is prompted by reports of two CCOC ruptures in service and of two CCOC's discovered during maintenance with intergranular cracks. The actions specified in this AD are intended to prevent CCOC rupture, which can result in an uncontained engine failure and damage to the aircraft.

**DATES:** Effective May 9, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1995.

Comments for inclusion in the Rules Docket must be received on or before June 23, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–ANE–04, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St, East Hartford, CT 06108. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mark A. Rumizen, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7137, fax (617) 238–7199.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) has received reports of two uncontained engine failures on Pratt & Whitney (PW) JT8D series turbofan engines. Investigation revealed that the engine failures were due to combustion chamber outer case (CCOC) ruptures that exhibited intergranular cracking. The CCOC ruptures resulted from the low cycle fatigue (LCF) propagation of the intergranular crack. In addition, intergranular cracking on two other CCOC's was discovered during in-shop maintenance. The FAA has determined that intergranular cracks may develop from an initiation site on the case during assembly of the CCOC to the high pressure turbine (HPT) case, or during engine operation in which an impact load is imposed on the CCOC. During subsequent engine operation, the crack can then propagate to failure due to normal LCF loads. Analysis of operating experience relative to CCOC ruptures indicated that only engines installed on McDonnell Douglas DC–9 series and Boeing 737 series aircraft have a significant risk of CCOC rupture, whereas engines installed on other aircraft have been statistically proven to have less risk of CCOC rupture. Therefore, the FAA has determined that a borescope inspection of CCOC's installed only on McDonnell Douglas DC–9 series and Boeing 737 series aircraft is required to meet safety of flight criteria. However, the FAA has determined that an ultrasonic inspection of all affected CCOC's during in-shop maintenance is also required, regardless of intended aircraft installation, to meet safety of flight criteria. This condition, if not corrected, could result in CCOC rupture, which can result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW Alert Service Bulletin (ASB) No. A6202, dated February 20, 1995, that describes procedures for a one-time borescope inspection of certain CCOC's installed